

MILKMAID
STERILIZED
NATURAL MILK
IS
PURE, FRESH
COWS MILK

SECOND EDITION. The China Mail. ESTABLISHED 1845

PRINTED AND
PUBLISHED BY
HONGKONG AND SOUTH CHINA
By the Rev. G. A.
HUNTER, M.A.
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HONGKONG AND SOUTH CHINA

No 15,847.

號七十月二年四十一百九千一

HONGKONG, TUESDAY, FEBRUARY 17, 1914

庚申年正月十三日

PRICE: 88.00 Per Month.

WATSON'S E. BRANDY

Finest very old Brown
Brandy. Guaranteed 25 years
age in wood. *The finest liquor
Brandy on the market.*

A. S. WATSON & Co., Ltd.
ALEXANDRA BUILDINGS.

UMEMOTO.

PROFESSIONAL TATTOOER.
Orders attended to at the residence of
Customers, if desired.
Finest work done by hand only.
No. 12, Queen's Road East,
Hongkong, Oct. 2, 1912. 1190

SPORTING.

Association Football.

88th COY., R.G.A., v. D.C.L.I. RESERVE.
These teams met yesterday in 2nd Division United Services League. Teams:—
88th Coy., R.G.A.: Allen; Pallant; Sandford; Buckland; Stanley; Townsend; Draper; Corbin; Watson; Desborough; Faulkner.
D.C.L.I. Reserves: Fitzgerald; Baldwin; Perry; Bartlett; Linton; Connors; Davis; Bennett; Farley; Buck; Ryan.
Referee, Mr. F. W. Eager.
For the "Dukes," Bennett scored after 15 minutes play. The gunners had plenty of chances, but muddled them. Pallant pulled up the "Dukes" forwards in clever fashion. At the other end, Watson eluded the backs but Fitzgerald made a fine save. Faulkner and Corbin also tried shots that found the custodian alert and the interval arrived with the score sheet.—D.C.L.I. Res., 1; 88th Coy., R.G.A., 0.
The second half saw some fine defending by the infantrymen. Corbin, however, after a few minutes managed to get the equalizer for the gunners. The "Dukes" played up in much better style, and after Davis and Farley had tried unsuccessfully, Buck put them ahead. Soon the "Dukes" forwards were again in close proximity to the gunners' custodian, and Allen made a save when it looked odds on another goal. Near the finish, Watson headed into goal but a defender, it is alleged, kicked it back through the broken net. The Referee was not satisfied that a goal was scored and did not allow it. This caused some discussion and the 88th Coy., R.G.A., stated they would appeal. The match finally ended in a win for the "Dukes," the score being:—D.C.L.I. Res., 2; 88th Coy., R.G.A., 1.

The cup presented for rifle shooting at Wuchow by Mr. George Barker has been won by one of the soldiers of H.M.S. Robin with a score of 45 out of a possible 50 in competition against the Wuchow R.C. and all the gunboats on the river.

Sir Hilfred Currie, M.P., has sent a cheque for 100,000 guineas to the Bedford College Endowment Fund as a memorial to his mother, Mrs. Edward Currie.

Sir Hilfred Currie has been Unionist member for the St. Albans Division of Hertfordshire since 1906, and was a partner in Messrs. J. and P. Coats (Limited). The donation is believed to be the largest individual gift that has ever been made for the education of women in this country. Beyond the stipulation that no part of the money is to be used for building, no condition whatever is attached to the gift, which will go a long way towards establishing the college on as firm a financial basis as could be desired.

It is too early yet to say how the money will be used, as the council will not have the question under consideration until the end of the month. It is hoped, however, that Sir Hilfred Currie's gift will lead to a considerable increase in the number of professorial chairs at the college.

Beware of Colds.

CHILDREN are much more likely to contract the contagious diseases when they have colds. Whooping cough, diphtheria, scarlet fever and consumption are diseases that are often contracted when a child has a cold. That is why all medical authorities say beware of colds. For the quick cure of colds you will find nothing better than Chamberlain's Cough Remedy. It is a safe and reliable remedy for all colds, coughs, and croup.

BUSINESS NOTICES.

A GENERAL FAVOURITE

BOTH IN THE KITCHEN AND
DINING ROOM.

MILKMAID

STERILIZED
NATURAL
MILK.



Pleases Everybody because it is Reliable. It is Pure, Rich,

fresh Milk. Preserved only by the process of Sterilization, NOT

CONDENSED. Obtainable at all stores: packed in two sizes.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.
TUESDAY, 17th FEBRUARY.

8 A.M. 'HONAM.' 8 A.M. 'HEUNGSHAN.'
10 P.M. 'FATSHAN.' 5 P.M. 'KINSHAN.'

WEDNESDAY, 18th FEBRUARY.

8 A.M. 'HEUNGSHAN.' 8 A.M. 'HONAM.'
10 P.M. 'KINSHAN.' 5 P.M. 'FATSHAN.'

A Telephone Service has been recently installed on the Company's Steamers
Day Steamers Call No. 778, Night Steamers Call No. 779.

HONGKONG-MACAO LINE.

S.S. 'SUI-TAI.' S.S. 'TAISHAN.'
HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.
Departures from Canton to Hongkong on Tuesday, Thursday and Saturday, at 4.30 P.M.

Week days at 7.30 A.M. and 2 P.M., Sundays, at 7.30 A.M. and 2 P.M.

EXCURSION TO MACAO.

SUNDAY, 22nd FEBRUARY.

The Company's New Steamship "TAISHAN,"
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
and return from Macao at 5 P.M.
N.B.—There will be no Steamer from Hongkong at 12.30 p.m. on Sunday 15th instant.

F A R E S.

Saloon Single \$3, Return \$5.
1st Class Single \$1.50, Return \$2. 2nd Class Single \$1, Return \$1.50.
Staterooms:—Saloon \$1 per person each way. 1st & 2nd Class 50 cts. per person each way.
Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. 'SUI-TAI.' S.S. 'TAISHAN.'
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

S. S. 'HOI-SANG.'

Departures from Macao to Canton on Tuesday, Thursday and Sunday at 9 P.M.
Departures from Canton to Macao on Monday, Wednesday and Friday, at 4.30 P.M.

JOINT SERVICE OF THE
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION
COMPANY, LTD., AND THE LING-SHAN STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. 'KAI-NAM.' 588 Tons, and S.S. 'NANNING.' 568 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "RAJUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANHONGS (First Floor).

Opposite Blake Pier.

NOTICE.

WE HAVE THIS DAY REMOVED
from Victoria Building to No. 5,
PATERNO BUILDING, Telephone No. 1122.
BENJAMIN & PUTTS,
Share and General Brokers.
Hongkong, Feb. 12, 1914. 1193

SIN TING.

Surgeon Dentist

No. 14, D'ARCAUS STREET.

TERMS VERY MODERATE

Consultation Free.

MOTOR CAR TRIPS IN KOWLOON

AND NEW TERRITORY.

THE HONGKONG AND KOWLOON WHARF
and GOVERNMENT CO., LTD., undertake
the conveyance of MOTOR CARS between
Hongkong and Kowloon in their special
motor carriages. Parties for Motor Cars
provided.
Rates each trip \$2.00 per car
(including Driver and Conductor).

BUSINESS NOTICES.

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, PAINTERS AND REPAIRERS, BOILERMAKERS, FORGE,
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway
Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 787' x 88' x 34'

Pumps empty Dock in 2 3/4 hours

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons—displacement,
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:—

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY
DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager, Mr. J. RENN, can be seen between the hours of 11 a.m. and 12 noon
at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN AGENTS.

Telegraphic Address:—'TAIKOODOCK.' TELEPHONE No. 212.

TIFFIN

A SPECIAL TIFFIN WILL BE SERVED PROMPTLY AT 12 NOON EVERY

RACE DAY

JUST JUMP INTO THE CAR AT THE RACE COURSE AND YOU CAN
OBTAIN A FIRST CLASS TIFFIN \$1.00 AT THE ALEXANDRA CAFE

AN EXTRA SPECIAL DINNER EVERY EVENING DURING RACE WEEK.

THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

A LA CARTE GRILL ROOM.

186 J. R. TAGGART Manager.

PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Rooms.
Roof Garden.

Terms:—From \$5 per day Max.

Telegraph Ad: 'Peacful.'

P. O. PEUSTER.

Manager.

GRAND HOTEL.

NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION
AND CLEANLINESS.

CUISINE UNDER EUROPEAN SUPERVISION

ELECTRIC LIGHT & FANS THROUGHOUT.

F. REICHERMANN Proprietor.

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate
versed in literature, has been a teacher
to European officials and merchants in this
Colony for over ten years.

He has a good method of training
Europeans to pass the Chinese examination, and
is possessed of a first rate certificate as a
Chinese teacher. He has also a good know-
ledge of Mandarin and Hakka.

Those who have been learning the Chinese
language are requested to write one of
Chinese, Mandarin or Cantonese to Mr. Li
Hon Fan, 1st floor, 37, Hollywood Road, 1st floor.

Teaching, May 17, 1912.

SINGON & CO.

ESTABLISHED A.D. 1839.

IRON, STEEL, METAL AND HARD
WARE MERCHANTS. Wholesale
and Retail Ironmongers, Pig Iron and
Foundry Castings, General Store
keepers and Shipchandlers. Nos. 35 and
37, HING LOON STREET, (2nd Street, west
of Central Market) Telephone No. 515.

Hongkong, September 4, 1913.

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., (D.) Portland Cement

In Casks of 375 lbs. net.

In Bags of 50 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

MEE CHEUNG

ART PHOTOGRAPHER.

CHILDREN'S PHOTOS

A
Speciality.

NOTE ADDRESS.

ICE HOUSE HONGKONG.

WEISMANN'S

FOR BREAD

WEISMANN'S

FOR CAKES

WEISMANN'S

FOR CHOCOLATES

Hongkong, Nov. 10, 1912.

Bournville

The "COCOA de Luxe"

HIGHEST GRADE
BRITISH MADE



"BOURNVILLE COCOA represents the
highest grade of nutritive cocoa at present on
the market; it fully maintains its high reputa-
tion in food value and delicacy of flavour, and
is second to none in any respect whatsoever."
Medical Magazine, March, 1912

CADBURY'S CHOCOLATES

In Tins and Fancy Boxes
Specially Packed for Export

FROM "THE FACTORY IN A GARDEN," BOURNVILLE, ENG.

Hongkong, Dec. 17, 1912.



CALDBECK MACGREGOR & CO.

ESTABLISHED 1864.

CLUB CIGARETTES

\$3.75 PER 100

Pure Egyptian Tobacco
Specially prepared cases.

THE CARLTON HOTEL

Recently Renovated and Refurnished.

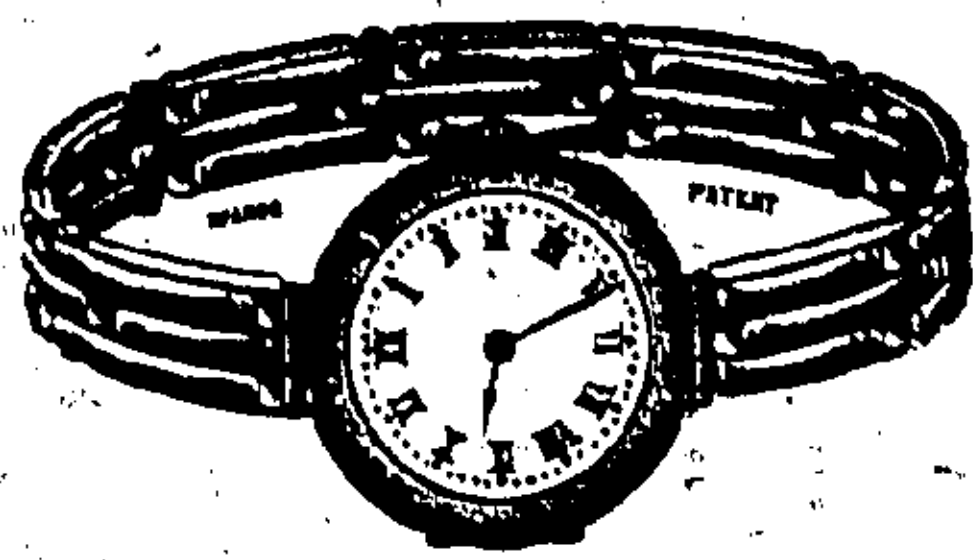
Self-Contained Suites of Apartments with Private

Bath-rooms attached. Luxurious, Furnished Lounge, Drawing, Reading

and Writing Rooms.

ATTENTION.

INTIMATIONS

G. FALCONER & CO., LTD.,
LADY'S GOLD WATCH BRACELETS IN LARGE VARIETY.

ENGLISH SILVERWARE.

HOTEL MANSIONS: OPPOSITE GENERAL POST OFFICE.

WING KEE & CO.,

Nos. 17, 43 and 49, CONNAUGHT ROAD CENTRAL

SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL MERCHANTS, &c., &c., OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL
FRANCISCO TSE YAT, General Manager
Hongkong, August 12, 1908.

THE KWONG HIP LUNG CO., LTD.

(NEW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDRIES. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two shipways and can accommodate any craft of 270 feet long.
Town Office, 48, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 459.
Ngaipai, Sham Shui Po, Kowloon, Hongkong. Telephone No. K. 5.
Estimates furnished on application.
WONG PING WA, Manager.
Hongkong, April 1, 1913.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

STRAND	CABLE LAID	4 STRAND
1" to 15"	5" to 15"	3" to 10"
CIRCUMFERENCE	CIRCUMFERENCE	CIRCUMFERENCE

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to

Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1913.

WEEKLY NEWS FOR HOME

The Overland China Mail

FULL REPORTS.

LATEST INTELLIGENCE.

Print before you leave, so that you may receive it whilst home.
Price \$14 a c. n. m., including postage. THE CHINA MAIL, Ltd., Wyndham Street.

A Natural Remedy

Time was when disease was thought to be due to the direct influence of evil spirits, and exorcism and magic were invoked to cast it out.

Science has taught us wisdom. The evil spirits exist still. We call them "Disease Germs," and they also must be cast out. Once lodged in the stomach or intestines, fever with its hallucinations, or biliousness with its aches and pains, is the result.

ENO'S FRUIT SALT

is the approved remedy for driving out disease germs. Its action is quick and thorough. It clears the intestines, rouses the torpid liver to new life, stimulates the mucous membrane to a healthy action, and cleanses and invigorates the whole digestive tract.

It may be safely taken at any time by young or old.

It is very effective in the early stage of Diarrhoea by removing the irritating cause.

Be prepared for emergencies by always keeping a bottle in the house.

Prepared on y by
A. G. ENO, Ltd., "FRUIT SALT" WORK, LONDON, ENGLAND.
SOLD BY CHEMISTS AND STORES EVERYWHERE.

INTIMATIONS

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-
SHIMA, OCHI MUTABE, YO-
SHINOBU, KISHIDAKE, HOJO,
KANADA, NAMAKUTA, SANO,
SHINNEW and KAMITAMADA
Caterers.

AGENTS for SAKITO, & OYUBARI
COATS.

HEAD OFFICE: TOKYO.

BRANCH OFFICES:—

Nagasaki, Moji, Karatsu,
Wakamatsu, Otsu, Muroran,
Kobe, Osaka, Tokyo, Yokohama,
Nagoya, Shanghai, Hongkong,
Hankow.

TEL. ADDRESSES for above: IWASAKI.
Codes:—A1, ABC 5th Ed., Western Union.

AGENCIES:

CHINKIANG: Messrs Gearing &
Co.

MANILA: Messrs Macondray &
Co.
SINGAPORE: Messrs Borneo Co.
Ltd.

For particulars, apply to

K. KATO,

No. 2, PRINCE STREET,
HONGKONG.HONGKONG & SOUTH CHINA
STEAM FISHERIES CO., LTD.

NOTICE IS HEREBY GIVEN that
Certificate No. 189 dated Hongkong
23rd March, 1911 for 101 SHARES
numbered 09481/09560 inclusive registered
in the name of LEONG TZE OY has been
LOST or STOLEN and should this Cer-
tificate not be produced to the General
Manager before the 25th February 1914,
a New Certificate for the SHARES will
be issued and the for said Certificate
No. 189 will be thereafter treated by this
Company as Null and Void.

BRADLEY & CO. LTD.
General Managers.

Hongkong, Feb. 10, 1914.

THE KOWLOON LAND AND
BUILDING COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that
IN THE TWENTY-FIFTH ORDINARY
MEETING OF SHAREHOLDERS in this
Company will be held at the CO. FANTY'S
OFFICES VICTORIA BUILDINGS, at
THURSDAY, 26th February, 1914,
at 11 o'clock, for the purpose of receiving the
REPORT of the DIRECTORS together
with Statement of ACCOUNTS for the
year ending 31st December, 1913.

The REGISTER of SHARES of the
Company will be closed from TUESDAY
17th to THURSDAY 24th February, 1914
(Both days inclusive), during which period
no TRANSFER of SHARES can be
registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,Secretary to the Hongkong Land
Investment and Agency Company
1d Agents for the Kowloon
Land & Building Co. Ltd.

Hongkong, Feb. 9 1914.

HONGKONG & KOWLOON WHARF
& GODOWN CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SEVENTH ORDINARY
ANNUAL MEETING OF SHAREHOLDERS will be held at
the Offices of Messrs. JAMES MATTHEWSON
& CO., Ltd., on THURSDAY, 5th
March, 1914, at 11.30 a.m., for the purpose
of receiving the Report of the Directors
and the Statement of Accounts for the
year ending 31st December 1913.

THE TRANSFER BOOKS of the
Company will be CLOSED from 23rd
February to 5th March inclusive.

W. S. BROWN,
Secretary.

Hongkong, Feb. 16, 1914.

DAIRY FARM NEWS.

FISH.

Received by the Cardiphant.

SELECTED

KIPPERS

HADDOCKS

FILETS.



Trucca
The choice of men

— who know? —

SPORTING.

CRICKET.

H.K.C.C. AND NAVY IN TRIANGULAR
LEAGUE.

In the Triangular League on the Hong-
kong ground on Saturday, the H.K.C.C.
contained the Navy. Batting first the
Tars offered little resistance to Wodehouse
and Donnelly. Towards the 174 compiled
by the Tars, Dawson contributed 49,
Fawcett 45 and Buxton 25. The extras
totalled 22. Pearce maintained his fine
form for the H.K.C.C., reaching a century
all but four. Claxton contributed a valu-
able 45 and Hancock 36. The H.K.C.C.
score of 202 gave them a margin of 23.
The scores are appended:

THE NAVY.

Pte. Dawson, st. Claxton, b. Mias	49
St. Claxton, b. Mias	25
St. Claxton, b. Mias	25
St. Claxton, b. Mias	25
St. Claxton, b. Mias	25
St. Claxton, b. Mias	25
St. Claxton, b. Mias	25
St. Claxton, b. Mias	25
St. Claxton, b. Mias	25
St. Claxton, b. Mias	25

Total... 174

HONGKONG ANALYSIS.

R. N. Anderson	13	4	41	2
P. P. E. Wodehouse	16	0	63	2
D. E. Donnelly	10	3	28	3
M. M. Mias	7	0	22	2

H. K. C. C.

S. S. Moore l.b.w. Hutton	7
T. E. Pearce b. Dawson	96
L. A. Claxton l.b.w. b. Pearson	45
R. Kennedy, c. Dawson, b. Pearce	7
R. Hancock, c. sub. b. Pearson	36
B. Anderson, c. Shaward, b. Dawson	0
M. Mias, b. Dawson	6
Extras	5

Total... 202

HONGKONG ANALYSIS.

Pte. Dawson	15	2	59	3
St. Claxton	7	1	52	1
L. Ferguson	3	0	25	0
Pearson	9.2	0	59	2

C.S.C.C. v. C.C.C.

The C.S.C.C. put up a very moderate
defence against the C.C.C. at the Happy
Valley on Saturday and could do little
against the bowling of Taylor and
Carvalho. Brown totalled the highest score
with 26 for the C.S.C.C. For the C.C.C.
Briggs hit 27, Tate 25 and Lacey 22. Scores:

G. R. Sayer, c. Haas, b. Carvalho	8
M. A. Diden, c. Noria, b. Carvalho	5
E. B. Reed, b. Taylor	0
A. R. Sutherland, b. Taylor	11
R. C. Witherell, b. Carvalho	11
H. N. C. Severn, b. Carvalho	13
A. O. Brown, c. Tate, b. Carvalho	29
A. Salt, b. Taylor	1
R. E. O. Bird, b. Taylor	1
A. Foster, b. Carvalho	0
P. T. Lambie not out	0
Extras	3

Total... 87

COUGHING INTO
CONSUMPTION

"Only a Cough" but you stop
while it is ONLY a cough.

WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUND

The finest preparation made
for combating severe coughs.
CURES any cough that is
only a cough. Very palatable.
ALL CHEMISTS.

WE
TEST
YOUR
EYES

and fit proper
lenses. If you do
not see as you
once did your eyes
should have im-
mediate attention.

CONSULT US



Hongkong, Dec. 2, 1913

INTIMATIONS

G. R.

TECHNICAL INSTITUTE.

EVENING CLASSES in the following
subjects will commence on THUR-
SDAY, the 19th of February:

ENGINEERING SECTION.

Building Construction.
Field Surveying.
Applied Mechanics.
Steam.
Machine Drawing.
Mathematics.

SCIENCE SECTION.

Chemistry.
Metallurgy.
Physics.
Electricity.
Sanitation.

COMMERCE SECTION.

English.
French.
Short-hand.
Book-keeping.
Teachers' Classes for
Women.
Men. ("Vernacular")

Students should attend at Quince's
College at 4 p.m. WEDNESDAY 18th
February for Enrollment.
Copies of the prospectus and entry forms
may be obtained on Application to the
Undersigned.

R. E. O. BIRD, M.A.,
Director.

Hongkong, Feb. 16, 1914.

FIRE INSURANCE ASSOCIATION
OF HONGKONG.

RACE HOLIDAYS.

NOTICE IS HEREBY GIVEN that all
FIRE INSURANCE OFFICES will
be CLOSED for the Transaction of Public
Business on MONDAY, TUESDAY and
WEDNESDAY, 16th, 17th and 18th
instant respectively, at 11.45 a.m.

By Order,
A. R. LOWE,
Secretary.

Hongkong, Feb. 13, 1914.

MARINE INSURANCE ASSOCIATION
OF HONGKONG.

RACE HOLIDAYS.

NOTICE IS HEREBY GIVEN that all
MARINE INSURANCE OFFICES
will be CLOSED for the Transaction of
Public Business on MONDAY, TUESDAY
and WEDNESDAY, 16th, 17th and 18th
instant respectively, at 11.45 a.m.

By Order,
A. R. LOWE,
Secretary.

Hongkong, Feb. 13, 1914.

HONGKONG & SHANGHAI BANKING
CORPORATION.

THE DIVIDEND DECLARED for the
Half Year ending 31st December,
1913, at the rate of Two Pounds Sterling
together with a Bonus of Five Shillings
per Share of £125 is payable on
and after MONDAY the 16th day of
February, Current, at the Offices of the
Corporation, where Shareholders are
requested to apply for Warrants.

By Order of the Court of Directors,
N. J. STABLE,
Chief Manager.

Hongkong, Feb. 14, 1914.

THE ALEXANDRIA CAFE cannot be
bettered, if Equalled, For Brac-
keted, Continental Meals with Wines &
Liquors.

W. S. BAILEY & Co, Ltd

Kowloon Bay

SHIPBUILDERS AND REPAIRERS.

VESSELS IN STEEL OR WOOD, STEAM OR MOTOR DRIVEN, TUGS,
BARGES, STRAITS OR OIL LIGHTERS, LAUNCHES,
MOTOR YACHTS AND HOUSEBOATS.

ROOFS, BRIDGES, STEEL BUILDING, AND CONSTRUCTION WORK.
SMALL STEAM LAUNCH FOR SALE OR HIRE.

INTIMATIONS

HONGKONG JOCKEY CLUB.

RACE MEETING, 1914.

To-morrow (Wednesday) and
Saturday (off-day).
18th and 21st February.

TICKETS of ADMISSION to the
GRAND STAND and ENCLOSURE
may be obtained from Messrs. Kelly and
Walsham, or at the Gate. Price 7s for
the M. stand (including the O. Day) or 8s
per day. Tickets for the O. Day, 2s.
No one admitted without a Ticket, to be
shown to the Ticket Inspector at the Gate.

T. F. HOUGH,
Clk of the Course.
Hongkong, 11th Feb., 1914.

HONGKONG JOCKEY CLUB.

THE STEWARDS request the plea-
sure of the LADIES at the GRAND
STAND and the ENCLOSURE during the
Races.
A Stand and Enclosure will be reserved
for Members and Members' Wives and
Families. Tickets for which are being sent
out with the Members' Tickets.
All Tickets must be produced to gain
admission.

Special accommodation will be reserved
as in recent years for Chinese Ladies and
their Female attendants in the Stand
erected on the plot of ground next to the
Lusitano Club Stand.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 11th Feb., 1914.

HONGKONG JOCKEY CLUB.

PASSES for Servants will be issued on
application to the Undersigned on
SATURDAY, the 14th February.

No Servants will be allowed inside the
ENCLOSURE of the Race Course during
the Race Day WITHOUT TICKETS,
which can be had on application to the
Undersigned. These Tickets are only
available for Servants while in attendance
on their employers or when on duty at the
various Stands.

Any Chinese found loitering about with
Servants' passes in their possession will
forfeit them and the holders therefore will
be removed from the Enclosure.

T. F. HOUGH,
Clerk of the Course.

Hongkong, Feb. 11, 1914.

JUST ARRIVED FROM ENGLAND
SMART UNTRIMMED
HATS

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FEATHERS and FLOWERS
SHOES and CORSETS
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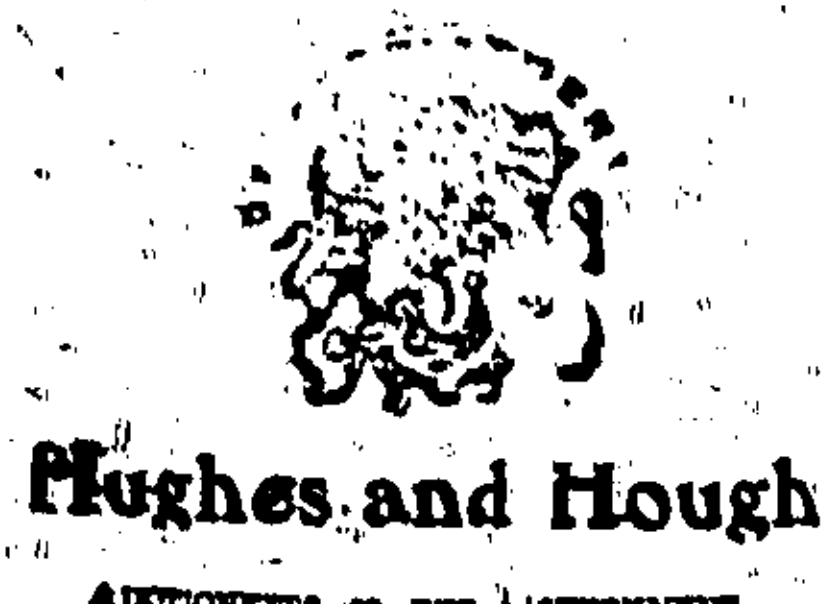
CHINESE ENGINE or Ship draughts-
man. Apply in own handwriting
with copy of 5 specimens (suitable
permanent) European nudes. Good salary
to suitable applicant.
Apply "S".
c/o "China Mail" Office.
Hongkong, Feb. 9, 1914.

WANTED.

To take charge of 2 Children at the
end of March, temporary (possible
permanent) European nudes. Good salary
to suitable applicant.
Apply "S".
c/o "China Mail" Office.
Hongkong, Feb. 9, 1914.

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ABOUT 500 lbs. ENGLISH TYPE
A. Casson and Company (Modern
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on

FRIDAY,

the 20th February, 1914, at 2.30 p.m.

at their Sales Rooms, No. 8,

Des Vaux Road, Corner of

Ice House Street.

TWO NEW RICKSHAS

ENGLISH MAKE.

Terms:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, Feb. 13, 1914. 212

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

(FOR ACCOUNT OF THE CONCERNED),

on

THURSDAY,

the 19th February, 1914, at 11 a.m.

at their Sales Rooms, No. 8,

Des Vaux Road, Corner of

Ice House Street.

SEVERAL CASES OF TOYS

Comprising:—

MECHANICAL TOYS, ANIMALS,

DOLLS, GARDEN TOOLS,

TOY GUNS AND SWORDS,

RAILWAYS, COOKING SETS,

MUSICAL BOXES,

&c., &c., &c.

Terms:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, Feb. 13, 1914. 206

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

(FOR ACCOUNT OF THE CONCERNED),

on

FRIDAY,

the 20th February, 1914, commencing at

2.30 p.m. at their Sales Rooms, No. 8,

Des Vaux Road, Corner of

Ice House Street.

A QUANTITY OF

VALUABLE BLACKWOOD

AND SUNDRY TEAKWOOD

FURNITURE,

&c., &c., &c.

Comprising:—

TEAKWOOD—Dining and Drawing

Room Suite, Upholstered Arm-chairs and

Sofas, Carpets and Rugs (new), Brass and

Brass-mounted Bedsteads, Bed Room

Suite, Bureaux, Wardrobes, Washstands,

&c., Dining Room Furniture, Sideboards,

Dinner Wagons, Extension Dining

Tables and Chairs, &c., &c., Dinner and

Desert Services, Crockery, Sundry Glass

Ware, Cooking Stoves, Cutlery, &c.,

Brass, Fenders and Fire Brackets,

&c., &c., &c.

1 Upright Iron Grand Piano in good

condition. 1 Piano by Schnell, Inlaid

Trays, Blackwood Card Tables, Cabinets,

Charmstools, Side Tables, Desks, a variety

of Stands, &c., &c., and a few pieces of

Chinese Porcelain, and 2 Fowling places

in very good order.

(Full Particulars from Catalogue.)

Terms:—As usual.

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Hongkong, Feb. 13, 1914. 209

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

(FOR ACCOUNT OF THE CONCERNED),

on

MONDAY,

the 23rd February, 1914, at 11 a.m., at

No. 15, Shelley Street,

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

(FOR ACCOUNT OF THE CONCERNED),

on

FRIDAY,

the 20th February, 1914, at 2.30 p.m.

at their Sales Rooms, No. 8,

Des Vaux Road, Corner of

Ice House Street.

TWO NEW RICKSHAS

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Terms:—As usual.

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Hongkong, Feb. 13, 1914. 212

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

(FOR ACCOUNT OF THE CONCERNED),

on

TUESDAY,

the 24th February, 1914, at 2.30 p.m.

at their Sales Rooms, No. 8,

Des Vaux Road, Corner of

Ice House Street.

SEVERAL CASES OF CLOCKS

Comprising a large and varied

assortment.

The above is entirely new stock and will

be sold without reserve.

Terms:—As usual.

HUGHES & HOUGH,

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Hongkong, Feb. 13, 1914. 105

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

(FOR ACCOUNT OF THE CONCERNED),

on

THURSDAY,

the 19th February, 1914, at 11 a.m.

at their Sales Rooms, No. 8,

Des Vaux Road, Corner of

Ice House Street.

SEVERAL CASES OF TOYS

Comprising:—

MECHANICAL TOYS, ANIMALS,

DOLLS, GARDEN TOOLS,

TOY GUNS AND SWORDS,

RAILWAYS, COOKING SETS,

MUSICAL BOXES,

&c., &c., &c.

Terms:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, Feb. 13, 1914. 206

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THE Undersigned have received instructions to sell by Public Auction

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on

FRIDAY,

the 20th February, 1914, commencing at

2.30 p.m. at their Sales Rooms, No. 8,

Des Vaux Road, Corner of

Ice House Street.

A QUANTITY OF

VALUABLE BLACKWOOD

AND SUNDRY TEAKWOOD

FURNITURE,

&c., &c., &c.

Comprising:—

TEAKWOOD—Dining and Drawing

Room Suite, Upholstered Arm-chairs and

Sofas, Carpets and Rugs (new), Brass and

Brass-mounted Bedsteads, Bed Room

Suite, Bureaux, Wardrobes, Washstands,

&c., Dining Room Furniture, Sideboards,

Dinner Wagons, Extension Dining

Tables and Chairs, &c., &c., Dinner and

Desert Services, Crockery, Sundry Glass

Ware, Cooking Stoves, Cutlery, &c.,

Brass, Fenders and Fire Brackets,

&c., &c., &c.

1 Upright Iron Grand Piano in good

condition. 1 Piano by Schnell, Inlaid

Trays, Blackwood Card Tables, Cabinets,

Charmstools, Side Tables, Desks, a variety

of Stands, &c., &c., and a few pieces of

Chinese Porcelain, and 2 Fowling places

in very good order.

(Full Particulars from Catalogue.)

Terms:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, Feb. 13, 1914. 209

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

(FOR ACCOUNT OF THE CONCERNED),

on

MONDAY,

the 23rd February, 1914, at 11 a.m., at

No. 15, Shelley Street,

HONGKONG ASSOCIATION

LEAGUE.

RESULTS AND POSITIONS ON

JAN. 19TH.

FIRST DIVISION.

Results.

Derby County 2 Manchester City 4

Newcastle United 3 W. Brom. Albion 3

Burnley 2 Bolton Wanderers 2

Middlesbrough 3 Blackburn Rovers 0

Liverpool 1 Everton 2

Frampton North End 5 Sheffield W. 0

Aston Villa 5 Sunderland 0

Manchester United 0 Chelsea 0

Sheffield United 1 Bradford City 1

Tottenham Hotspur 3 Oldham Athletic 1

Positions and Points.

P. W. D. L. Pts.

Blackburn Rovers 24 12 7 5 31

Manchester United 23 13 2 8 28

Sunderland 22 11 6 7 28

Bolton Wanderers 22 10 7 7 27

Bradford City 22 8 10 5 26

Oldham Athletic 23 11 4 8 26

West Bromwich Albion 23 8 10 5 26

Middlesbrough 23 10 4 9 24

Burnley 24 7 10 7 24

Chelsea 22 10 4 8 24

Aston Villa 23 9 5 9 23

Everton 25 8 7 8 23

Sheffield United 24 9 4 11 22

Tottenham Hotspur 23 8 5 10 21

Liverpool 23 5 10 21

Manchester City 23 7 10 20

Derby County 23 6 10 19

Newcastle United 23 7 11 19

Sheffield Wednesday 24 8 13 19

Preston North End 24 7 4 15 14

Positions and Points.

P. W. D. L. Pts.

Woolwich Arsenal 23 14 4 5 32

Nottingham Forest 23 13 5 5 32

Hull City 22 12 6 4 30

Leeds City 21 13 3 6 29

Bradford 22 14 0 8 28

Bury 23 11 5 7 27

Wolverhampton W. 23 11 4 8 26

Barnsley 22 10 6 7 25

Clapton Orient 22 10 6 6 24

Fulham 23 10 4 9 24

Grimsby Town 23 9 8 6 25

Stockport County 23 8 8 7 20

Birmingham 23 6 4 11 20

Bristol City 22 7 5 10 19

Blackpool 23 6 7 10 19

Leicester Forest 23 8 2 13 18

Huddersfield 23 6 12 16

Lincoln City 21 6 13 14

Glossop 21 5 13 13

Nottingham Forest 23 3 6 15 11

Positions and Points.

P. W. D. L. Pts.

Swindon 22 15 3 4 33

Crystal Palace 22 10 3 9 33

Reading 22 11 4 7 26

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100th Production THEATRE ROYAL **100th Production**
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On SATURDAY, February 21st.)
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On THURSDAY, 26th) at 9.15 p.m.

UNDER the Distinguished Patronage of H. E. the GOVERNOR and LADY MAY
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THE AMATEUR DRAMATIC CLUB

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3 EPISODES 3

A PRIVY COUNCIL

Costume Play
in
one Act.
By
Major Barry
and
Richard Price.

BETWEEN THE SOUP

and
THE SAVOIR
Kitchen Episode
in
one Act
by
Gertrude Jennings.

THE OPEN DOOR

Drawing Room Episode
in
one Act
by
Alfred Sutro

BOOKING at MOUTRIE'S

Prices:—\$3, \$2 and \$1. Soldiers and Sailors in uniform Half-price to \$1. Seats.
Hongkong, February 14, 1914. 143

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THE RAILWAY PASSENGERS
ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1911.
£22,561,284.
1—Authorized Capital £8,000,000.
2—Subscribed Capital £4,500,000.
3—Paid-up Capital £2,437,500.
4—Fire Funds £3,539,114.
5—Life & Annuity Funds £15,238,160.
6—Sinking Fund Account £8,512.

Revenue Fire branch £2,567,158.
Life and Annuity 1,973,269.
Branches 282,692.
Revenue Marine Department 430,193.
Other Receipts 23,233,312.

The Accumulative Funds of the various
Branches are separately invested, and, by
Act of Parliament, are set aside to meet
the claims under the respective Depart-
ments of the Company's Business.

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FURNITURE, Draperies, Groceries,
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Crockery Ware,
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Foreign Clothes for gentlemen made to
order by our own tailors.
Large assortment of Chinese Silks and
Foreign Goods of every description.
All goods sold at reasonable prices.
The Cheapest and Best place in Canton &
Hongkong to buy Chinese and Foreign
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and No. 120, Canton Road, Canton.

SAFETY AT SEA.

CONCLUSION OF THE LONDON CONFERENCE.

Convention Signed.

WATERTIGHT COMPARTMENTS.

(Continued from Yesterday's "China Mail.")

The most difficult and also the most important question considered under "Construction" was that of the sub-division of ships into an adequate number of main watertight compartments, so that in the event of damage which might destroy the integrity of one or more of these compartments the ship would, so far as might be practicable, have sufficient reserve buoyancy to remain afloat. The practicable degree of this sub-division is necessarily dependent upon the size of the vessel and the service in which employed, and the Convention provides that the degree of safety should increase in a regular and continuous manner with the length of the vessel, and that "vessels shall be as efficiently sub-divided as is possible, having regard to the nature of the services for which they are intended."

It is also explicitly stated that the requirements imposed by the Convention are minimum requirements. In addition, provision is made for suitable record on the certificate of safety of any vessel whose degree of subdivision exceeds the highest requirements imposed by the Convention for vessels primarily engaged in the transportation of passengers, and the conditions under which this official record may be made are expressly provided for in the regulation.

It is quite impracticable in this summary to do more than make the foregoing brief reference to this highly technical subject, but the requirements as to subdivision are laid down in extensive in the Convention, and the regulation annexed thereto.

Among the other important subjects under the heading "Construction" which have been covered by the articles of this chapter may be mentioned the following:

1. Bulkheads for preventing the spread of fire.
2. Suitable means of escape from all watertight compartments.
3. General requirements as to strength of watertight bulkheads and decks.
4. Reduction to the smallest number practicable of openings in watertight bulkheads; also restrictions upon the location, character, and means of closing such openings.
5. Restrictions as to the character, number, and location of openings in the ship's outer skin, and appliances for closing such openings.
6. Specific requirements as to the fitting and extent of double bottoms.
7. Periodical operation and inspection of watertight doors, scuttles, valves, and other appliances for closing openings in bulkheads and the hull structure below the bulkhead deck; also compulsory entries in the official log in relation to such trials and inspections.
8. Requirements for adequate backing power; also auxiliary steering apparatus.
9. Provisions for the survey and inspection of both "new" and "existing" vessels in all matters relating to the hull, boilers, main and auxiliary machinery, and equipment.

PREVENT NAVIGATION.

In its report the Committee on Safety of Construction recognised the importance of making further study in certain important subjects whose consideration could not be undertaken or completed at this time; also the desirability of exchanging freely all information in regard to "safety of construction."

The enforcement of the foregoing recommendations as to future research and exchange of information have been fully provided for in the Convention.

In concluding this summary of the provisions on safety of construction, it is important to point out that, even after the most careful attention to all practicable details of design which increase the safety of a vessel at sea, there still remains the possibility of a serious and even totally destructive accident. Therefore it is imperative that those charged with the management of vessels should never relax their vigilance on the supposition that any vessel is unsinkable. On the contrary, they should strive to add to the safety provided by the vessel itself that very great increase in safety which results from prudent and skilful management and navigation.

WIRELESS TELEGRAPHY.

The Convention provides that all merchant vessels of the contracting States when engaged upon international (including Colonial) voyages whether steamers or sailing vessels, and whether they carry passengers or not must be equipped with wireless telegraphy apparatus if they have on board fifty persons or more (except where the number is exceptionally and temporarily increased to fifty or more owing to causes beyond the masters' control).

The contracting States have, however, discretion to make suitable exemptions from the requirement to carry wireless in certain cases, of which the most important is that of vessels which in the course of their voyage do not go more than 100 sea miles from the nearest land.

The classification of the vessels, required by the convention to be provided with wireless apparatus, follows the categories contemplated by the Radiotelegraphic Convention. The precise classification is too complex to be summarised, but, broadly speaking, the fast passenger steamers are placed in the first category, other steamships in the second, and sailing vessels in the third.

Other steamships intended to carry passengers are placed in the second category, and sailing vessels in the third.

required to be fitted with wireless apparatus in the third category. It need hardly be said that the owner of any vessel placed in the second or third category can claim that his ship shall be placed in a higher category, if it complies with all the requirements of the Radiotelegraphic Convention.

A continuous watch for wireless telegraphy purposes is to be kept by all vessels, required to be fitted with wireless apparatus, as soon as the Government of the State to which the vessels belong is satisfied that such watch will be useful for the purpose of saving life at sea; and meanwhile (subject to a transitional period for fitting wireless installations and obtaining the necessary staff) the following vessels will be required to maintain a continuous watch, in addition, of course, to all vessels placed in the first category:

1. Vessels of more than 13 knots, which carry 200 or more passengers, and which make voyages of more than 100 miles between two consecutive ports;
2. Vessels in the second category during the time they are more than 100 miles from land;
3. Other vessels, required to be fitted with wireless apparatus, which are engaged in the trans-Atlantic trade, or whose voyage takes them more than 1,000 miles from land.

Vessels placed in the second category, but not required to keep continuous watch, are nevertheless required to keep such watch for at least seven hours a day besides the watch of ten minutes in each other hour required by the Radiotelegraphic Convention.

Vessels concerned with the fishing and whaling trade are not required to keep a continuous watch. The continuous watch may be kept by certificated operators or by watchers qualified to receive and understand signals of distress, and provision is made for the possibility of the future invention of an automatic apparatus which will take the place of watchers.

RANGE OF 100 MILES. The wireless installations must have a range of at least 100 miles, and an emergency apparatus, placed in conditions of the greatest safety possible, must be provided unless the main installation is placed in the highest part of the ship and in the conditions of the greatest safety possible.

The Convention provides that the master of a ship in distress shall have the right to call to his assistance from amongst the vessels which have answered his appeal for help the vessels which he thinks can best render assistance, and the other vessels which have received the call may then proceed on their way. A transitional period is provided to enable wireless apparatus to be fitted and operators and watchers obtained. TARIFFS FOR AID.

The Convention lays it down that there must be accommodation in lifeboats or their equivalents for all persons on board. Lifeboats are divided into two classes: (1) the ordinary or "A" boats, or other boats with fixed sides; and (2) boats having the upper part of the sides collapsible. The second class is rendered necessary by the consideration of stowage.

Every vessel must be fitted with a minimum number of davits or equivalent appliances, which varies in accordance with the length of the ship. Each of these davits must have a lifeboat of Class 1 attached to it, and thereafter additional lifeboats must be provided, until provision has been made either for a minimum capacity based upon the assumption that a minimum number of boats will be placed under each set of davits, or, alternatively, for accommodating 75 per cent. of the total number of persons on board, whichever is the greater.

If any further accommodation is required, it may be provided either in lifeboats or in approved "pontoon lifeboats." The pontoon lifeboats referred to in the Convention are the improved appliances devised by the British Boats and Davits Committee which reported in May of last year. The Convention lays down detailed regulations regarding the construction and measurement of different types of boats, and of the pontoon raft, their equipment, the stowage of boats and rafts, strength of davits, number and construction of lifeboats and lifejackets. It is provided that as large a number as possible of the boats and rafts must be capable of being launched on either side of the ship, so that as few as possible need be launched on the weather side. A surplus of lifejackets in the form of special lifejackets for children is required. While precise regulations are laid down for the types of life-saving appliances described, provision has been made for the adoption of other types equally efficient, which may receive the sanction of individual administrations, who will inform the others of their action.

(To be continued).

LOSING WEIGHT BY THE POUND


"Under Weight" a condition of ill-health, shows your assimilative powers are decreasing.

WATERBURY'S METABOLIC LIVER OIL COMPOUND


Supplies the blood with the wanted nourishment and healthy flesh building materials. Very palatable.

OF ALL CHEMISTS

P.O. Box 114, and 22, 23



Resolved!
I will get
back my health
nerve power
by taking
Sanatogen
regularly.



New Health and Nerve Power.

Make the above resolution to-day and keep it. "Sanatogen restored me once more to full vigour," writes Mr. SHIRLEY TREMEARNE, Editor of Capital, Calcutta.

And Sanatogen will restore you to full vigour; for, as Sir H. HSKETH BELL, K.C.M.G., writes: "There is no better invigorator than Sanatogen for a man doing hard mental work in an enervating climate."

Sanatogen—the Tonic Food.

Take Sanatogen regularly for a time, and you will be astonished at the improvement in your health and nerve power. Moreover, Sanatogen will so increase your natural powers of resistance against disease that you will be far less likely to suffer from dysentery, heat-exhaustion, or diseases of the stomach and bowels. Buy a bottle of Sanatogen at the nearest Chemist's, and send this coupon for a Free Booklet.

FREE BOOKLET
A. Walling & Co., 6, King's Road, Shanghai.
Please send me free and post paid a copy of "The Art of Living."
Name _____
Address _____
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KAIPING COAL

Now well-known throughout the East for STEAM RAISING, FORGING, STEEL MAKING, SHIP'S BUNKERS, and HOUSEHOLD PURPOSES.

KAIPING COKE

Competes with the best quality English Coke for FOUNDRY, SMELTING and HOUSEHOLD PURPOSES.

HIGHEST FIREBRICKS GUARDE FIRECLAY, STOCKS ALWAYS ON HAND.

OFFICES: QUEEN'S BUILDINGS, HONGKONG.
TEL. ADDRESS: MAISHAN, HONGKONG.

TELEPHONE: No. 869. DODWELL & CO., LTD., Agents.

LANCHOW COAL

Coal from the Administration's Lanchow Mines can be obtained on application to the Agents, SIEMSEN & CO.

THOS COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, etc.

Head Office for the Far East: 15, DES VEAUX ROAD CENTRAL, HONGKONG.
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MANILA—MAYFA HOTEL. P. O. BOX 786.

TICKETS supplied to EUROPE by the principal STEAMSHIP LINES, as TRAVEL HIREMAN RAILWAY. TOURS arranged for ALL PARTS of the World. BAGGAGE stored & forwarded and insured at lowest rates. LETTERS, CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged.

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TO LET

TO LET.

10 LET.—Furnished for seven months from the first week in March 1914 No. 64, The Peak—Apply to G. M. HARGSON.
Hongkong, Dec. 20, 1913. 159

TO LET—FURNISHED.

INVERBRUE, DANKER ROAD. Dining-room, Drawing-room, Sitting-room, 4 Bed-rooms, Large Dining-room, Tennis Court, &c. 9 months from 4th March. Apply to

W. CHATHAM,
Public Works Department.
Hongkong, Feb. 7, 1914. 160

TO LET.

OFFICES in King's Building.

THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, Jan. 13, 1914. 162

TO LET.

FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon, Cheap rentals.

SHOP with Godown attached, NASSAU ROAD, Kowloon.
Kowloon Marine Lot No. 48 with Wharf. A Flat in Humphreys Buildings.
WINDSOR LODGE, Kimberley Road, Kowloon, 6 rooms and Tennis court. Apply to

HUMPHREYS ESTATE & FINANCE CO., Ltd.
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TO LET.

MERION, Nos. 9 & 10, Peak, unfurnished, 6 Rooms. Cheap rental, from 1st December Newly Painted and Colourwashed.

ROGATE, Austin Road, Kowloon; unfurnished.

No. 68 Peak, MOUNT KELLET, (Church Mission Society Bungalow) from 1st October 1913 till 30th May 1914, partly furnished, Cheap rent.

"1 CAMERON VILLAS No. 30 Peak, to let furnished for 1 year from 1st May 1914."
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One Small GODOWN in Duddell Street. "No. 19th SHELLEY STREET."

FOR SALE.

"HARTING and ROGATE, on part of Kowloon Island Lot No. 1154.
"OLENSHIEL" 124 Barker Road, 5 rooms, close to Tram Station.

Apply to
LENSFORD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, Feb. 4, 1914. 161

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24, QUEEN'S ROAD, HONGKONG.

Monday, July 21, 1913

Hence the craze for Chinese objects d'art. Really, London should be congratulated, for the fashion is a sheer joy to the eye in the drab city. Unfortunately the "models" of the moment are of too characteristic a shape to be allowed to do duty for another year. But the pageant of colour, exquisite designs and beauty of workmanship in the embroideries of porcelain jars and bowls, enamel and cloisonne ware, these still remain and will do so for so long as we can appreciate and enjoy beautiful and artistic things. For they are all real, serious things, incapable of imitation save with serious purpose. If you would convert a Chinese jar into a table lamp (and the demand for these is extraordinary) you need must have a silk shade of Eastern design. Our manufacturers have for once shown that they can rise to the occasion and their products are, in the majority of cases, as graceful and pleasing as the jars themselves. One enterprising firm makes a brave window display of "Presents from China." It is true that the "presents" are, for the most part, blotting-books with embroidered silk covers, and that the dignity of workmanship is somewhat lost, but it indicates a laudable, if pathetic, attempt to swim with the tide. "Better be dead than out of the fashion." But it would be interesting to overhear the comments of the worthy Lao Tien Li, dignitary of the highest, "red precious-stone" rank, if his wandering soul chanced to find rest in London, and he were to recognise his best official robe, or part of it, adorning some fair "foreign devil" at a Tango ten. Or the sadly unorthodox remarks in which that time-worn, grave-featured Buddhist priest would probably indulge in if he discovered his cherished pink-jade rosary glimmering in the electric light of London's latest night-club. One cannot help wondering, however, whether this mixture of East and West is not just as incongruous as the somewhat similar fashion which has prevailed in China for some years past. There the wealthy folk, from the late Empress Dowager downwards, took a native delight in attempting to harmonise cheap gilt clocks from Birmingham with their exquisitely carved black-wood furniture, or in setting a priceless cloisonne vase upon a hideous Berlin wool mat. Nowadays the "knuts" (sic) of China in the Treaty Ports are affecting the sober garb of the European, but in a fashion which is hardly dictated by Saville-row, for elastic-side boots and a black cloth cap, with a little button on top, are considered indispensable. In the West a lady will take her Pekinese dog with her when she walks abroad; in the East the portly Chinese merchant will stand at the street corner holding aloft his pet bird. Each regards the other as a fantastic creature, and cultured Chinese would regard with dismay the wearing by an Englishwoman of a gold embroidered native official robe at the performance of a musical comedy.

So after all there is another side to the picture. But the most important feature of this fashion in Chinese art is that it is worth making a fashion of. That certainly cannot be said of the crazy bamboo tables and flower-pot holders, the cheap tinsel screens and meretricious bric-a-brac of "Mikado" days. With the opening up of their country the Japanese embarked upon a frenzied production of worthless imitations for the European market, just as they have flooded their own country with imitation whisky, brandy, and French perfumes. The conservative Chinese has not yet discovered the European market; let us hope that he never will unless he guarantees that no imitations shall be sent to us. China is a land of artistic impulse and honest endeavour; for her people time and space are non-existent. "If I do not live to finish this ivory figure my son or grandson will"—that is the secret of their wonderful art. A people who can project and begin to build a fortress-wall 1,500 miles long, continue it 500 years later, and completing it, make it the most stupendous in the world—such a nation will be able to distinguish between porcelain of the Ming and Wan Li periods, or whether a piece of enamel is modern Chinese or due to Persian influence, but we can at least find pleasure in that purity and grace of outline, the simplicity yet detail of perfection which is the hallmark of genius and of Chinese art. It has given to us nothing but the best of the fashion of the day, and the best of the models to the best advantage.

The China Mail

HONGKONG, TUESDAY, Feb. 17, 1914.

CHINA IN LONDON.

RECENTLY in the course of an able article in the "Globe," Mr. A. Corbett-Smith had some interesting observations to make on the fashion for things Chinese prevalent at present in London. He says that nearly thirty years have gone by—though it seems but yesterday—since "The Mikado" was drawing all London to the Savoy, and proved in some degree responsible for that characteristic of the period. London had "discovered" Japan; or perhaps, more correctly, what London thought was Japan. This we have "discovered" again, but on this occasion London may be satisfied that it is really China, and not a production created by the Chinese solely for the European market. It is always a little difficult to account for the origin of a fashion; in the present case most people would probably attribute it to the recent Revolution, and the supposed opening-up of new markets and enterprises in the Far East. More romantic is the theory that the actual origin dates from the looting of Peking in 1900, when so many treasures of Chinese Art found their way to Europe. These have been carefully guarded by their fortunate owners, but their beauties have gradually come to appeal to an ever-widening circle, and now, with the direct impetus of the opening-up of a new China, which is very old, the fashion springs into being. As a matter of fact large numbers of the Chinese, in the first glow of an ardent Republicanism, or shall we say, faced with the unpleasant alternative of being shot for Royalists, have discarded, with their queues, the "crumpings and suits" of their centuries-old civilisation. And so there has been something of a drug on the market in gorgeous robes and wonderful embroideries. Indeed one might almost believe that London is, just now, more Chinese than Canton, at least so far as dress is concerned. And our womenfolk, with their mandarin coats and Chinese-fashioned cloaks, naturally enough desire to create a fitting environment, an atelier where they may display their "models" to the best advantage.

HONGKONG RACES.

IMMENSE DERBY DAY CROWD.

THE RESULTS.

The morning gave little promise of fine weather. An iron grey mist hung over the hills and this outlook was distinctly gloomy—in short, it was a typical February morning and unpleasantly humid. Towards seven o'clock, however, the mist cleared, leaving an interrupted view of the course. There was only the slightest breeze.

The Derby Day crowd usually provides the record for the week and to-day's attendance was no exception to the rule. As early as ten o'clock the train cars were well patronised, most of the passengers being Chinese. Quite a fair number of spectators watched the first race.

His Excellency the Governor and Party were among the early arrivals, the gubernatorial box being occupied before eleven o'clock.

The going to-day was excellent, the hard track of yesterday having softened a good deal under the influence of the heavy night mist.

For the first time, cinema films were taken of the meeting. The operators were accommodated in a special stand. The bad start in the last race yesterday evening was much commented on. The Chinese attendant at the bell rang off before the fall of the starter's flag with the result that Triumphant, Mr. D'Almada's pony, taken unaware with his back to the starter, was so badly left that the jockey saw that it was useless to go round.

A Chinese better almost lost \$1,000 yesterday. He was tearing up his sweep ticket when a friend pointed out that he had drawn the winner. His expression was a study!

Early this morning Mr. Sources decided not to run Banjo in the Derby owing to the pony's lameness, which had become so serious as to convince its owner that to run it in the circumstances would be cruel.

1.—THE JOCKEY CUP.—Winner \$600; second \$200; third \$100. For China ponies, subscription griffins of any season, to be ridden by jockeys who have not had more than two winning mounts previous to this meeting in Hongkong or China. Winners barred. Entrance \$5. Once round.

Mr. Riderbold's Pegasus, 10st 12lb. (Brenner) 1
Messrs. Fitzwilliams' Clwyd, 11st 1lb (Sedgwick) 2
Mr. Keni-we's Dunin, 11st 1lb. (Hickman) 3
Mr. Leo d'Almada's Glorioso, 10st 9lb (S. A. Seth) 0
Mr. Apar's Turquoise, 10st 9lb (B. Seth) 0
Mr. Billiards' Fluke, 10st 9lb (Woodhouse) 0
Mr. Brutton's Savington, 10st 12lb (Brutton) 0

Mr. Hastings' Wincoube, 10st 9lb (Hastings) 0
Mr. Jay's Sling, 10st 12lb (Jarvis) 0
Sir Henry May's Maggie, 10st 10lb. (Pope) 0
Sir Paul's Winsome Dahlia 10st 12lb. (E. Seth) 0
Mr. Reedlark's Mystery, 11st 4lb. (Clarke) 0

Pari-mutuel.—Winner \$39.50; Placed ponies 1, \$10.50; 2, \$40; 3, \$25.00.
Cash Sweeps.—1st ticket, No. 50, \$355.20; 2nd No. 55 \$187.20; 3rd, No. 19, \$33.60.

At the outset, the Governor's "Maggie" (Pope) was withdrawn but, on second thoughts, was included. After much delay, which included a false start, Sling maintained the post, Dunin following second and Glorioso third. Passing the Gift Stand, Sling took the lead from Dunin and "Mystery" came into the race three places, Winsome Dahlia lying several lengths in the rear. Sling was still in the van at Bowring gate, followed by Mysa, very one length behind, Dunin held third place, Mystery in the rear, drew level with the leader at the bottom of the incline. Clwyd, in a good gallop, took third place, then second and first, going by the Rock, followed by Winsome Dahlia second and Sling third. Passing the Rock Clwyd, led by a length from Dahlia. Clwyd maintained the lead until the village bend, Sling second and Glorioso third. A strong third, Clwyd led easily in the home straight, Fluke second on the outside course. Pegasus forged ahead and successfully challenged Clwyd on the rails with Dunin second, and Fluke third. Three lengths between second and third. Time, 1.54.

2.—THE EXCHANGE PLATE.—Presented by the bankers and exchange brokers of Hongkong. Value \$1,000 to winner; second to receive \$300; third, \$150. For China ponies. Winners at this meeting of one race 5lb. extra; of two or more races 7lb. extra. Griffins allowed 5lb. Subscription griffins of this season 1913-1914 allowed 10lb. Previous non-starters at this meeting barred. Entrance \$15. From the two mile post once round and in.

Mr. John Peel's President, 11st 1lb. (Hear) 1
Sir Paul's Conqueror Aster, 10st 9lb. (Vida) 2
Mr. Ellis Kadoorie's Fictus Chief, 11st 1lb. (Hear) 3
Mr. John Peel's Fickle Bird, 11st 1lb. (Hear) 0

Pari-mutuel.—Winner \$17. Placed ponies 1, \$10.10; 2nd \$8.30.
Cash Sweeps.—1st ticket, No. 139, \$112.50; 2nd No. 49, \$215; 3rd, No. 238, \$187.50.

This race was the favourite badly beaten, and in a field of only four. The horses were away well, the Chief leading, Conqueror Aster with President bringing up the rear. With Fickle Bird settling in the race, the Chief was well ahead of the other three.

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Mr. Jay's Sling, 10st 12lb (Jarvis) 0
Sir Henry May's Maggie, 10st 10lb. (Pope) 0
Sir Paul's Winsome Dahlia 10st 12lb. (E. Seth) 0
Mr. Reedlark's Mystery, 11st 4lb. (Clarke) 0

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Sir Paul's Conqueror Aster, 10st 9lb. (Vida) 2
Mr. Ellis Kadoorie's Fictus Chief, 11st 1lb. (Hear) 3
Mr. John Peel's Fickle Bird, 11st 1lb. (Hear) 0

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This race was the favourite badly beaten, and in a field of only four. The horses were away well, the Chief leading, Conqueror Aster with President bringing up the rear. With Fickle Bird settling in the race, the Chief was well ahead of the other three.

Mr. Ellis Kadoorie's Borneo Chief, 11st 1lb. (Hear) 1
Mr. John Peel's Fickle Bird, 11st 1lb. (Hear) 2
Mr. Ellis Kadoorie's Duxter Chief, 10st 9lb. (Hear) 3
Mr. Sath's Sweet Rocket, 10st 10 lb. (H. Seth) 0
Mr. Paul's Monarch Dahlia, 10st 9lb. (Vida) 0

Mr. Leo d'Almada's Victorious, 10st 9lb. (H. Gegg) 0
Mr. Brutton's Brynpton, 10st 12lb. (Brutton) 0
Dr. Foreyth's Robin Hood, 10st 12lb. (Clarke) 0
Mr. Brutton's Radium II, 11st 4lb. (Lindsay) 0

Monarch Dahlia shot ahead from the fall of the flag, but Duxter Chief successfully challenged this position at the bottom of the incline, Borneo Chief being in third place. As the ponies passed the Rock the same order was maintained. Going round the bend Fickle Bird, on the outside course, challenged the leader but was beaten by Borneo Chief. A neck and neck race between the leaders ensued. I won the straight, Borneo Chief coming in a length ahead of the Bird, with Duxter Chief two lengths to the rear. Time 1 min. 15 sec.

Pari-mutuel.—Winner \$31.20. Placed ponies: 1, \$8.60; 2, \$7.00; 3, \$11.40.
Cash Sweeps.—Ticket No. 248, \$200.40; No. 2, \$43 \$272.00; No. 3, \$23, \$256.20.

2.—THE LUSITANO CUP.—Presented by the members of the Club Lusitano. For China ponies bona fide griffins on date of entry; second to receive \$250; third \$125. Subscription griffins of this season 1913-1914 allowed 7lb. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5lb. Winners 7lb. extra. Entrance \$10 to go to winner. One mile.

Mr. John Peel's Dumfries, 10st 12lb. (Hear) 1
Sir Paul's China Aster, 11st 1lb. (Vida) 2
Mr. Ellis Kadoorie's Nigerian Chief 11st 12lb. (Moller) 3
Mr. Stabb's Mallard, 10st 12lb. (Lindsay) 0

Mr. Scare's Polkalini, 10st 1 lb. (Lindsay) 0
Mr. Apar's Amber, 10st 12lb. (H. Seth) 0
Pari-mutuel.—Winner \$16.20. Placed ponies: 1st, \$3.10; 2nd \$3.40; 3rd \$3.10.
Cash Sweeps.—1st ticket No. 68, \$2.30; 2nd No. 236, \$630; 3rd No. 631, \$315.

From a level start, Dumfries got slightly ahead with Polkalini on the rails. Passing the post Polkalini went up first with Dumfries close behind. At the Golf Stand Mallard and Polkalini were in partnership, Amber with China Aster and Dumfries formed a third pair. Mallard drew level with Polkalini at the foot of the incline with Polkalini at the foot of the incline. Aster on the outside course was followed closely by Amber. Dumfries held the rear position. As the ponies passed the leaders raced neck and neck and Dumfries got up into the pack. Polkalini was half a length ahead at the Rock with Mallard second, China Aster third and Dumfries fourth. Round the bend the Aster displaced first on the incline, Dumfries second, coming up strong, challenged for the premier position and fought hand with Dumfries and China Aster in the mile. A beautiful race home was won by Dumfries by six lengths. Four lengths divided China Aster second and Nigerian Chief third. Time 2.71.

3.—THE CHALLENGE CUP.—Value one hundred guineas. For China ponies, to be won two years consecutively by a pony or ponies the bona fide property of the same owner or owners. Winner to receive \$500 and 50 per cent.; second \$250 and 20 per cent.; third \$125 and 10 per cent. of the entrance fees until the Cup is finally won, when the second pony will receive 75 per cent., and third pony 25 per cent. of the entrance fees. Entrance \$10. One mile and three quarters.

Sir Paul's Royal Rose, 11st 4lb. (Vida) 1
Sir Paul's Sunlight 11st 1lb. (Brand) 2
Mr. T. F. Hoogh's Snowdrop, 11st 4lb. (Lindsay) 3
Mr. E. Kadoorie's Mahatma Chief, 10st 12lb. (Hear) 0
Mr. John Peel's President 10st 9lb. (Hear) 0

Capt. Hope's Capello 10st 12lb. (Brenner) 0
Pari-mutuel. Winner, \$12.10; placed ponies 1, \$3.20; 2, \$2.50; 3, \$12.20.
Cash Sweeps. Ticket No. 331, \$2450.70; No. 219, \$700.20; No. 85, \$350.10.

At the start Snowdrop settled down in front, Sunlight being second and Capello third, with Vice-President bringing up the rear. Racing easily, at Bowring gate Snowdrop maintained a lead of a length from Mahatma Chief, who had displaced Sunlight. The field was spread out, Capello being fourth, and Royal Rose next. The same order obtained until the ponies were passing the stands, and then the Chief shot to the front, holding a length's advantage at the golf club, Sunlight being third to Snowdrop. Up the hill, the Chief and Snowdrop raced neck and neck, Sunlight being a length behind and Royal Rose fourth. The latter drew level with the leaders past the village, keeping the outside course, then cut across and shot ahead, followed by Sunlight and the Chief in the order named. Snowdrop came up in the last stretch, keeping right over by the bank and displaced the Chief in the last stretch. Royal Rose won by eight lengths; four lengths between second and third. Time, 3 min. 52 sec.

4.—THE ROYAL NAVY CUP.—Presented by the Officers of His Majesty's Fleet; second to receive \$250; third \$125. For China ponies, subscription griffins of any season. Winners at any meeting of one race 7lb. or more than one 14lb. extra. Penalties accumulate. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5lb. Entrance \$10 to go to winner. From the two mile post once round and in.

Before the race Brown Boy mounted the bank and collided with a flower pot but fortunately regained his foothold being pulled up by Mr. H. A. Seth within half the length of the course.

5.—THE CHINA STAKES.—Winner \$750; second \$250; third \$125. For China ponies. Griffins allowed 5lb. Subscription griffins of any season 1913-1914 allowed 10lb. Previous non-starters at this meeting barred. Entrance \$10 to go to winner. From the two mile post once round and in.

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Before the race Brown Boy mounted the bank and collided with a flower pot but fortunately regained his foothold being pulled up by Mr. H. A. Seth within half the length of the course.

Turquoise took first place at the foothill stand and got several lengths ahead of Borneo Chief. In the home straight all were level. Brown Boy forged ahead, challenging Savington and Annar Ra won by a short head. Time, 2m. 29.2 sec.

Mr. M. Goetz Apun R., 11st 1 lb. (Brenner), 1
Mr. Brutton's Savington, 10st 12lb. (Gegg), 2
Mr. Norman's Brown Boy, 11st 1lb. (H. A. Seth), 3
Pari-mutuel. Winner, \$23.10; Placed ponies: 1, \$15.60; 2, \$20.20; 3, \$39.30.
Cash Sweeps.—Ticket 477, \$-473.00, \$21, \$707.40, \$24, \$253.70.

6.—THE "BLACK ROCK" STAKES.—For China ponies bona fide griffins on date of entry. Winners of one race 5lb.; of two or more races 7lb. extra. Entrance \$10. One mile and a quarter.

Moffat got ahead at the start but was overhauled on first round by Roman Chief, who passed the post first with Victoria Aster five lengths ahead of Moffat. The Chief kept ahead right passed the Rock but Victoria Aster came up at the distance almost neck and neck down the straight for the final 100 yards, Moffat putting the about three fourths of a length between the second and third ponies. Time 2m. 42 1/2 sec.

Mr. John Peel's Moffat, 11st 1lb. (Moller) 1
Sir Paul's Victoria Aster, 11st 1lb. (Vida) 2
Mr. Ellis Kadoorie's Roman Chief, 11st 1lb. (Hear) 3
Pari-mutuel.—Winner, \$11.40; Placed ponies: 1, \$3.90; 2, \$3.10; 3, \$3.10.
Cash Sweeps.—Ticket No. 111, \$2235.40. No. 381, \$644.10. No. 49, \$352.20.

7.—THE GYM KHANA CLUB CUP.—Presented by the members of the Gymkhana Club. Value \$750 to winner; second to receive \$250; third \$125. For all China ponies that have fun at any Gymkhana Meeting and subscription griffins of this season 1913-1914. Weight 10st 8lb. Winners of any race other than races confined to subscription griffins 7lb.; of a subscription griffins race 2lb. extra; subscription griffins of this season 1913-1914 allowed 7lb. Winners at this meeting barred. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5lb. Allowances accumulative. Entrance \$5. Three quarters of a mile.

Fourteen ran. It was a fine race. Victoria got away first, Vida on Radance Dahlia being left at the post. Great Cloud came into the picture coming into the home straight but was challenged by Deffor, who was soon displaced; Mahatma Chief and Red Cloud racing hard for the advantage to the post. The Chief won by a short head, Cloud getting third place by a length and a half. Time, 1 m. 32 sec.

Mr. Ellis Kadoorie's Mahatma Chief, 11st 3lb. (Moller) 1
Mr. T. F. Hoogh's Red Cloud, 10st 8lb (Jarvis) 2
Mr. H. P. White's Cleric, 11st 1 lb. (Brenner) 3
Pari-mutuel.—Winner, \$3.70; Placed ponies: 1, \$7.40; 2, \$12.50; 3, \$14.50.
Cash Sweeps.—No. 21, \$1846. No. 505, \$506. No. 188, \$273.

8.—THE NORTHERN STAKES.—Winner \$750; second \$250; third \$125. For China ponies, griffins on date of entry, purchased at a public auction of untied griffins in Shanghai or Hongkong after 15th April, 1913, on account of a member or members of the Hongkong Jockey Club at an actual cost of not more than \$2, 200 if in Shanghai or \$225 if in Hongkong. Winner of race No. 5 on the first day 5lb. winner of any race other than No. 5 on the first day 7lb. extra. Entrance \$10. One mile and a quarter.

Sir Paul's Matchless Dahlia, 10st 12lb. (Hear) 1
Mr. Stabb's Mallard, 10st 10lb. (Lindsay) 2
Time 2.44.

A hard fight between Matchless Dahlia and Sir Galahad. Half a length between first and second and three lengths between second and third in the finish.

Pari-mutuel: Winner \$7.50. Placed ponies: 1, \$8.00; 2, \$10.60; 3, \$7.80.
Cash sweeps: No. 629, \$1,897.93; No. 72, \$338.70; No. 200, \$286.85.

9.—TIPS FOR TO-MORROW.

THE GRAND STAND STAKES.—Moffat.
Crown Aster.
Mallard.
THE GREAT SOUTHERN STAKES.—Conqueror Aster.
Mahatma Chief.
Snowdrop.

THE HONGKONG STAKES.—Aldwych.
Monarch Dahlia.
Radium.
THE LADIES' PURSE.—Borneo Chief.
Triumph Aster.
Fickle Bird.

THE AMERICAN CUP.—Britannia Dahlia.
Dumfries.
Roman Chief.
THE PHAETON STAKES.—China Aster.
Annar.
Red Cloud.

THE GOVERNOR'S CUP.—Monarch Dahlia.
Tango.
Candy Kid.
THE MONSIEUR STAKES.—Sir Galahad.
Mallard.
Dumfries.

THE CHAMBER STAKES.—President.
Royal Rose.
Fictus Chief.
THE CONSOLATION STAKES.—Snowdrop.
Roman Chief.
Fickle Bird.

SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, KOBE & YOKOHAMA	MALTA	About 24th Feb.	Freight and Passengers
SHANGHAI	INDIA	About 24th Feb.	Freight and Passengers
LONDON, via Suez, Port of Call	ASSAYE	Noon	See Special
LONDON & ANTWERP	NYANZA	10 a.m.	Freight and Passengers

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.

VIA VANCOUVER AND
THE CANADIAN PACIFIC RAILWAY.
PROPOSED SAILINGS FROM HONGKONG AND ST. JOHN N.B.
SUBJECT TO ALTERATION.

FOR VANCOUVER	FOR LIVERPOOL
From Hongkong	From St. John N.B.
EMPEROR OF RUSSIA, Feb. 19.	Sat., March 14.
EMPEROR OF JAPAN, Mar. 5.	Wed., April 1.
EMPEROR OF RUSSIA, Mar. 19.	Sat., April 11.

Steamships leave HONGKONG at 12.00 Noon.

The EMPEROR OF RUSSIA and EMPEROR OF ASIA are new quadruple screw 31 knot turbine steamers of 18,500 tons gross—30,625 tons displacement—fastest, latest and most luxurious on the Pacific.

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the latest wireless apparatus.

Each Trans-Pacific steamer connects at Vancouver with a Mail Express Train and at St. John N.B. with Atlantic Mail steamer as shown above. The EMPEROR OF RUSSIA and EMPEROR OF ASIA are magnificent vessels of 14,600 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

PASSENGER RATES, HONGKONG TO LONDON
EMPEROR OF RUSSIA } Optional Atlantic Port £71.10.
EMPEROR OF ASIA } do do £65.
EMPEROR OF JAPAN } do do £65.
EMPEROR OF RUSSIA } do do £65.

MONTEAGLE—Intermediate service—First class railway, second cabin Atlantic, via Canadian Atlantic Port—£24.

Special Through Rates (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, &c.

Full particulars on application to Agents.

Through Passengers are allowed "Stop Over" privileges at the various points of interest on route.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. HADDON, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

Special Through Rates (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, &c.

Full particulars on application to Agents.

Through Passengers are allowed "Stop Over" privileges at the various points of interest on route.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. HADDON, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	SAILING DATES.
MARSHALLS, LONDON & ANTWERP, Via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID...	IYO MARU. Capt. Hirace. Tons 12,500	WEDNESDAY, 26th Feb. at 10 a.m.
	HIRANO MARU. Capt. H. Fraser. Tons 16,600	WEDNESDAY, 11th Mar., at 10 a.m.
VICTORIA, B.O. & SEAT- TLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI & YOKOHAMA.....	AKI MARU. Capt. Nomia. Tons 12,500	TUESDAY, 24th Feb., at Noon.
	SADO MARU. Capt. K. Asakawa. Tons 12,500	TUESDAY, 10th March, at Noon.
KOBE & YOKOHAMA	KAMO MARU. Capt. K. Kawara. Tons 16,000	THURSDAY, 26th Feb., at 11 a.m.
HANGHAI, MOJI, KOBE, AND YOKOHAMA	TOSA MARU. Capt. —. Tons 12,000	FRIDAY, 27th February.
NAGASAKI, KOBE ¹ AND YOKOHAMA	TANGO MARU. Capt. Skinsae. Tons 13,500	WEDNESDAY, 11th March at 11 a.m.
YD. EY AND MELBOURNE, VIA MANILA, THURSDAY DAY ISLAND, TOWNS- VILLE, AND BRISBANE.	KUMANO MARU. Capt. M. Watarai. Tons 9,300	WEDNESDAY, 11th March at Noon.
	TANGO MARU. Capt. Skinsae. Tons 13,500	WEDNESDAY, 8th April at Noon.
BOMBAY via SINGAPORE, AND COLOMBO).....	BOMBAY MARU, Capt. —. Tons 12,000	WEDNESDAY, 26th February.
CALCUTTA via SINGAPORE, PENANG & RANGOON..	SANUKI MARU, Capt. Deguchi. Tons 12,600	SATURDAY, 21st February.

¹ Fitted with new system of wireless telegraphy.

² Cargo only.

1 Fitted with new system of wireless telegraphy. 2 Cargo only.

PASSENGER SEASON—1914.
FOR EUROPE
IRYO MARU 2,500 tons sails Wednesday 26th February.
HIRANO MARU 18,000 " " 11th March.
KATOYU MARU 20,000 " " 26th March.
KAMO MARU 18,000 " " 8th April.
KASHIMA MARU 20,000 " " 22nd April.

FOR AMERICA
AKI MARU 12,500 tons sails Tuesday 24th February.
SADO MARU 12,500 " " 10th March.
YOKOHAMA MARU 12,500 " " 24th March.
AWA MARU 12,500 " " 7th April.

With option of Mail between steamer's calling ports in Japan.

For further information apply to T. KUBUMOTO, Manager.

Telephone No. 272.

"HONGKONG'S MUSICAL HISTORY"

BY H. L. O. GARRETT.

Being a reprint of a series of articles that appeared in the CHINA MAIL.

Price 1/6.

SHIPPING

PACIFIC MAIL S.S. CO.

THE AMERICAN LINE TO SAN FRANCISCO
via Shanghai or Manila, Nagasaki, Inland Sea, Kobe, Yokohama and Honolulu.

THE SUNSHINE BELT

Operating the following steamers
MONGOLIA, MANCHURIA, KOREA, SIBERIA
and
NILE, CHINA and PERSIA.

SOME FEATURES OF SERVICE.
Electric Fans, Swimming Tank, Orchestra, Amusement, Wireless Telegraphy, Submarine Signal Service and Bill Kiosk.
Culinary under personal supervision of Mr. W. Moron, one of the world's most famous caterers.
Return Portion of Round Trip Tickets, available for Passage via C.P.R. from Vancouver if desired.
Through Passengers have the privilege of traveling by Rail between Ports of Kobe and Yokohama.

FROM HONGKONG	ARRIVE MANILA	FROM MANILA	ARRIVE HONGKONG
Feb. 19, 10.00	Feb. 21, 10.00	Feb. 21, 10.00	Feb. 23, 10.00
Mar. 14, 10.00	Mar. 16, 10.00	Mar. 16, 10.00	Mar. 18, 10.00

King's Building (opposite Blake Pier).
Panama-Pacific International Exposition—San Francisco—1915.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA
JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Displacement	Leave Hongkong
CHIYO MARU	22,000-21 knots	Saturday, 7th Mar.
TENYO MARU	22,000-21 knots	Saturday, 4th Apr.
NIPPON MARU	11,000-18 knots	Wednesday, 8th Apr.
HONGKONG MARU	11,000-18 knots	Saturday, 26th Apr.
SHIYO MARU	22,000-21 knots	

* via MANILA omitting Shanghai.

All Steamers will be despatched at NOON.

First Class to London	£71.10.	Return (6 months) £120.
First Class to New York	£60.	£96.10.
First Class to San Francisco	£45.	£68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from SAN FRANCISCO by steamers of the Pacific Mail S.S. Co. or from VANCOUVER by steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Manzanillo Salina Cruz, Callao, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires.

SEIYO MARU	Saturday, 4th April.
ANYO MARU	18,500-15 knots.
KIYO MARU	17,000-14 knots.

For full particulars as to Passage and Freight apply to

S. MORIMOTO, Agent.
Telephone 291. KING'S BUILDING (Opposite Blake Pier).

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,
via SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
via SUEZ CANAL.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	AUSTRALIEN	23rd February.
	CHILL	9th March.
	ATLANTIQUE	23rd March.
MARSEILLES, via Port of Spain	MAGELLAN	24th February.
	NEHA	10th March.
	AUSTRALIEN	24th March.

ALL STEAMERS FITTED WITH WIRELESS.

RE-STEAMING on the Co's Steamers at Colon for CALCUTTA, BOMBAY and AUSTRALIA, at Port Said for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via Paris by rail.

Circular tickets to Europe via Suez and Suez Canal and vice versa delivered here.

For further particulars apply to

S. O. de BUSSIERRE, Act. Agent.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA, via MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	Jan. 31st	Feb. 27th at 10 a.m.
ST. ALBANS	Feb. 21st	Mar. 20th at 10 a.m.
EASTERN	Mar. 14th	Apr. 9th at 10 a.m.

These steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are fitted with electric fans. All State Rooms have Electric Fans. A daily qualified Surgeon is on board.

For further particulars apply to GIBB, LIVINGSTON & CO.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	SHANGHAI	Feb. 18, at 8 a.m.
HAIPHONG	HAIPHONG	Feb. 18, at 10 a.m.
MANILA, CEBU & ILOILO	TAMING	Feb. 18, at 4 p.m.
SHANGHAI	YCHU	Feb. 19, at Noon.
ANJOY	ANJOY	Feb. 19, at 4 p.m.
SHANGHAI	ANJOY	Feb. 19, at 4 p.m.
SHANGHAI & TSINGTAU	POOCOW	Feb. 21, Midnight.
SHANGHAI	LIACHOW	Feb. 24, at 4 p.m.
MANILA, CEBU & ILOILO	TEAN	Feb. 24, at 4 p.m.
SHANGHAI	LUCHOW	Feb. 26, at 4 p.m.
SHANGHAI & TSINGTAU	KANCHOW	Feb. 28, Midnight.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANTUL'.

MANILA LINE. Twin Screw Steamers 'Chinua', 'Taming', & 'Tean'.

SHANGHAI LINE. The Twin Screw Steamers 'Anhui', 'Chenan', and the S.S. 'Liangchow', 'Lochow', and 'Yingchow', having excellent accommodations with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shekai, avoiding the inconvenience of transshipment at Wusung.

REDUCED FARES Single \$45 Return \$75.

For Freight or Passage apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	TAKSANG	THURSDAY, Feb. 18, Daylight.
SINGAPORE, PENANG & LOYAT	LOVAT	THURSDAY, Feb. 18, at 2 p.m.
SHANGHAI	CHOYSANG	FRIDAY, Feb. 20, Daylight.
MANILA	YUENSANG	SATURDAY, Feb. 21, at 2 p.m.
SINGAPORE, PENANG & KUMSANG	KUMSANG	SATURDAY, Feb. 21, at 2 p.m.
SHANGHAI	HANGSANG	TUESDAY, Feb. 24, Daylight.
MANILA	LONGSANG	SATURDAY, Feb. 28, at 2 p.m.
SHANGHAI, KOBE & MOJI	NAMSANG	WEDNESDAY, Mar. 4, Daylight.

RETURN TOURS TO JAPAN.

The steamers Kumsang, Namsang & Loisyang leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Kookang, Kumsang, Loisyang, Loisyang and Loisyang, leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 18 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei & Tsingtau.

Taking Cargo on Through Bills of Lading to Kadal, Lahad Datu, Singapore, Tawau, Uman, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICES OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG & RANGOON.

The S.S. FULTALA 4,154 tons gross, Captain H.F. Minett, R.N.R. will be despatched for Yokohama and Kobe on the 21st February at noon, taking cargo and passengers at current rates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARD.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON & ANTWERP	DEN OF AIRLIE	About 9th March
LONDON & ANTWERP	MERIONETHSHIRE	About 8th April

TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

FOR	STEAMERS	DATE OF DEPARTURE
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	RADNORSHIRE	About 8th March
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	DEN OF RUTHVEN	About 6th April
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	GLENLOCHY	About 3rd May

For freight and further particulars, apply to JARDINE, MATHESON & Co., Ltd., AGENTS.

Telephone No. 215 Sub Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. JELONGA, 5,200 tons, Capt. J.R.O. Sullivan will be despatched for MIKE, KOBE and MOJI on 22nd February.

S.S. DUNERA, 5,269 tons, Capt. E.G.M. Dickenson, will be despatched for YOKOHAMA, KOBE and MOJI on 28th February.

S.S. TORILLA, 5,200 tons, Capt. Swanson, will be despatched for SINGAPORE, PENANG & CALCUTTA on 21st February.

S.S. DILWARA, 4,878 tons, Capt. Ramage, will be despatched for above on 29th February.

The above steamers have excellent accommodation for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or Passage, apply to DAVID BARBOON & CO., LTD.

Telephone No. 215 Sub Ex. No. 9.

WESTWARD.

S.S. JELONGA, 5,200 tons, Capt. J.R.O. Sullivan will be despatched for MIKE, KOBE and MOJI on 22nd February.

S.S. DUNERA, 5,269 tons, Capt. E.G.M. Dickenson, will be despatched for YOKOHAMA, KOBE and MOJI on 28th February.

S.S. TORILLA, 5,200 tons, Capt. Swanson, will be despatched for SINGAPORE, PENANG & CALCUTTA on 21st February.

S.S. DILWARA, 4,878 tons, Capt. Ramage, will be despatched for above on 29th February.

The above steamers have excellent accommodation for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or Passage, apply to DAVID BARBOON & CO., LTD.

Telephone No. 215 Sub Ex. No. 9.

SHIPPING

STEAM FOR STRAITS, CEYLON, AUSTRALIA, COLOMBO, EGYPT, MEDITERRANEAN PORTS, FLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

The Steamship 4334 TONS, Capt. G.J. Cornwell, carrying His Majesty's Mail will be despatched from this port for BOMBAY, on SATURDAY, the 28th February, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Mervana from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Harvalles and London. Other Cargo for London etc., will be conveyed via Bombay & transhipped to a Macedonia due in London on the 10th April, 1914.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, Feb. 14, 1914.

THE 'INDRA' LINE, LIMITED.

FOR BOSTON & NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"INDRADEO"

Captain T.R. Evans, will be despatched as above on 10th March.

This Steamer has Excellent Accommodation for a Limited number of Saloon Passengers.

For Freight and Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215, Sub Ex. No. 9.

Hongkong, Feb. 12, 1914.

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THE 'CHINA MAIL'.

NOTICE.

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communication addressed to the Editor, not necessarily for publication but as evidence of good faith.

All matter for publication should be written on one side of the paper only.

No anonymously signed communication that has already appeared in any other paper will be inserted.

Letters relating to business should be addressed to THE SECRETARY.

Orders for extra copies of the 'CHINA MAIL' should be sent as soon as possible as the supply is limited. Cash 10 cts., Credit 20 cts., per copy.

